

14-16 have been previously canceled) under 35 U.S.C.

\$103(a) as allegedly unpatentable over Berent et al. (U.S. Patent No. 5,774,873) in view of Hunt et al. (U.S. Patent No. 5,893,091). The rejection is respectfully traversed.

Berent et al. teaches an electronic on-line motor vehicle auction and information system that allows remote users to interactively participate in motor vehicle auction sales using a personal computer. A sales calendar application of the Berent et al. system allows the user to view and print sale (motor vehicle auction) dates and sale locations (col. 5, lines 66-67; col.6 line 1). The sale information available includes date and time of the sale... (col. 6, lines 9-10). An electronic auction application enables the user to preview sale inventory associated with a specific motor vehicle auction, to register as a bidder for a sale, to bid electronically during the sale, and to electronically deliver vehicle transportation service requests (col. 8, lines 56-60). The system is implemented by connecting the users' personal computer (PC) workstations, via communications networks, to the system host computer network (col. 4, lines 4-7). A relational database, containing the various categories of motor vehicle auction data,... is resident on the SQL server 9 (col. 4, lines 66-67; col. 5, line 1).

Hunt et al. teaches a method for distributing timely information over a computer network using multicasting with keywords. A timely information server collects and organizes information from timely information providers then broadcasts the organized information to end users in a form of alerts over a plurality of alert channels. The alert is comprised of keywords and arguments. The timely information server maintains a dictionary of all possible keywords and end users copy a portion of the dictionary to their local computers to create individual keyword profiles which are comprised of keywords and Boolean operators. When an alert satisfies a Boolean equation in a user's keyword profile, the headline of the alert is displayed and the user is given the option to link his/her web browser to an associated URL.

Claim 1 is directed to a vehicular data exchange system adapted to exchange vehicular data relating to a vehicle and includes a plurality of computer terminals and a processor that controls the vehicular data. Claim 1 recites that vehicular characteristics data units are inputted into any selected one of the computer terminals and are transmitted to a plurality of other ones of the computer terminals for display on respective display devices. Claim 1 further recites that vehicular financial

data units inputted into at least a responding one of the other computer terminals are transmitted to the selected one of the computer terminals for display on its display device.

Berent et al. is deficient in that Berent et al. fails to teach that vehicular characteristics data units are inputted into any selected one of the computer terminals and are transmitted to a plurality of other ones of the computer terminals for display on respective display devices. Berent et al. is also deficient in that Berent et al. fail to teach that vehicular financial data units inputted into at least a responding one of the other computer terminals are transmitted to the selected one of the computer terminals for display on its display device. In fact, Berent et al. teaches that its system connects the users' personal computers (PC) to the system host computer. Therefore, the Berent et al. invention does not teach or suggest that any selected computer (either the PC's or the host) can transmit vehicular data to the remaining computers (either the PC's or the host). Specifically, by way of example, any one selected PC cannot transmit vehicular data to the remaining other ones of the computers.

Hunt et al. fails to cure the deficiencies of Berent et al. Not only does Hunt et al. collect and organize information from timely information providers but also Hunt et al. provides such information to end users when an alert satisfies a Boolean equation in a user's keyword profile. There is no teaching in Hunt et al. that end users can send information to the timely information providers. To reiterate, claim 1 recites that any selected one of the computer terminals transmits vehicular data to other ones of the computer terminals without having to satisfy a Boolean equation. Thus, the applied art, alone or in combination, fails to teach or suggest the features of claim 1. Claim 1 is therefore allowable over the applied art.

Furthermore, both Berent et al. and Hunt et al. use a database. In particular, Berent et al. uses a relational database containing various categories of motor vehicle auction data which are transmitted to the remote users. Hunt et al. has a server that maintains a dictionary of all possible keywords from which the end users copy a portion to their computers. The claimed invention does not require a database. In short, for the claimed invention, vehicular data from any selected computer terminal of a plurality of computer terminals are transmitted to other ones of the

plurality of computer terminals; and, vehicular financial data units from at least a responding one of the other computer terminals are transmitted to the selected computer terminal without using a database. Combining the applied art would require a database. For this additional reason, i.e., no database is required, claim 1 is allowable over the applied art.

Additionally, Berent et al. requires specified sales dates. In contrast, there are no specified times or dates for implementing the claimed invention. Hunt et al. gives the user the option to link his/her web browser to an associated URL after displaying the headline of the alert. The claimed invention does not offer an option to the user to link his/her website.

Claim 12 is directed to a method of exchanging vehicular data of a vehicle. Claim 12 recites the steps of:

- providing at least three computer terminals;
- selecting any one of the at least three computer terminals as a data inquiring computer terminal;
- deeming the remaining ones of the at least three computer terminals as data responsive computer terminals;
- inputting vehicular characteristics data units of the vehicle into the data inquiring computer terminal;

processing the vehicular characteristics data units by transmitting the vehicular characteristics data units to the data responsive computer terminals for display thereon;

inputting vehicular financial data units into at least one of the data responsive computer terminals in response to the vehicular characteristics data received by the data responsive computer terminals; and

transmitting the vehicular financial data units to the inquiring computer terminal for display on the inquiring computer terminal.

Berent et al. is deficient in that Berent et al. fails to teach the features of claim 12. Particularly, Berent et al. fails to teach selecting any one of at least three computer terminals as a data inquiring computer terminal and deeming the remaining computer terminals data responsive computer terminals. Berent et al. also fails to teach inputting vehicular characteristics data units of the vehicle into the data inquiring computer terminal and transmitting the vehicular characteristics data units to the data responsive computer terminals for display thereon. Further, Berent et al. fails to teach inputting vehicular financial data units into at least one of the data responsive computer terminals in response to the vehicular characteristics data received by the data responsive

computer terminals and transmitting the vehicular financial data units to the inquiring computer terminal for display on the inquiring computer terminal.

Hunt et al. fails to cure the deficiencies of Berent et al. Similar to the rationale discussed for claim 1, Hunt et al. fails to teach selecting any one of its computers as a data inquiring computer terminal with the remaining plurality of computers being data responsive computer terminals to which vehicular data characteristics units are transmitted by the data inquiring computer terminal. Like Berent et al., Hunt et al. fails to teach inputting vehicular financial data units into at least one of the data responsive computer terminals in response to the vehicular characteristics data received by the data responsive computer terminals and transmitting the vehicular financial data units to the inquiring computer terminal. None of the applied art, alone or in combination, teaches or suggests the features of claim 12. Claim 12 is therefore allowable over the applied art.

Like claim 1, claim 12 requires no database as is required in both Berent et al. and Hunt et al. Thus, combining the applied art would result in an invention having a database. For this additional reason, claim 12 is allowable over the applied art.

Claim 23 is directed to a vehicular data exchange system adapted for use to exchange vehicular data relating to a vehicle and includes a plurality of computer terminals. Claim 23 recites that vehicular characteristics data units are inputted into any selected one of the computer terminals and are transmitted to remaining receiving ones of the computer terminals. Claim 23 also recites that vehicular financial data units are inputted into at least a responding one of the receiving ones of the computer terminals in response to the vehicular characteristics data units displayed on the display device of the at least responding one of the receiving ones of the computer terminals and are transmitted to the selected one of the computer terminals for display on the display device associated with the selected one of said computer terminals.

Similar to the rationale of claim 1, neither Berent et al. nor Hunt et al., alone or in combination, teaches or suggests that any selected one of their computer terminals can send vehicular characteristics data units to remaining receiving ones of computer terminals. Further, neither Berent et al. nor Hunt et al., alone or in combination, teaches or suggests that at least a responding one of the receiving ones of the computer terminals transmit vehicular

financial data units to the selected one of the computer terminals for display on the display device associated with the selected one of the computer terminals. As discussed above, the Berent et al. invention does not teach or suggest that any selected computer (either the PC's or the host) can transmit vehicular data to the remaining computers (either the PC's or the host) and there is no teaching in Hunt et al. that end users can send information to the timely information providers. Thus, combining the features of the applied art would not result in the claimed invention. Claim 23 is therefore allowable over the applied art.

Claim 28 is directed to a vehicular data exchange system adapted for use to exchange vehicular data relating to a vehicle and includes a plurality of computer terminals. Claim 28 recites that vehicular characteristics data units are inputted by an inquiring human operator into characteristics data fields for display on a display device of any selected one of the computer terminals and are transmitted at discretion of the inquiring human operator to remaining receiving ones of the computer terminals. Claim 28 also recites that vehicular financial data units are inputted by a responding human operator into a financial data field for display on a display device of at

least a responding one of the receiving ones of the computer terminals and are transmitted by the responding human operator to the selected one of the computer terminals for display on a display device associated with the selected one of the computer terminals.

Both Berent et al. and Hunt et al. are deficient in that neither Berent et al. nor Hunt et al., either alone or in combination, teaches or suggests the features of claim 28. In particular, none of the applied art teaches or suggests that vehicular characteristics data units are inputted by an inquiring human operator into characteristics data fields for display on a display device of any selected one of the computer terminals and are transmitted at discretion of the inquiring human operator to remaining receiving ones of the computer terminals. None of the applied art, alone or in combination, teaches or suggests that vehicular financial data units are inputted by a responding human operator into a financial data field for display on a display device of at least a responding one of the receiving ones of the computer terminals. None of the applied art, alone or in combination, teaches or suggests that vehicular financial data units are transmitted by the responding human operator to the selected one of the computer terminals for display

on a display device associated with the selected one of the computer terminals. As a result, combining the features of the applied art would not result in the claimed invention as recited in claim 28. Claim 28 is therefore allowable over the applied art.

Claim 30 is directed to a vehicular data exchange system that is adapted for use to exchange vehicular data relating to a vehicle among a plurality of system users with the vehicular data including vehicular characteristics data units and vehicular financial data units. Claim 30 recites that a plurality of computer terminals are operative to transmit and receive the vehicular data so that the plurality of system users are capable of transmitting to each other and receiving from one another both the vehicular characteristics data units and the vehicular financial data units.

Berent et al. and Hunt et al. are deficient in that none of the applied art, alone or in combination, teaches or suggests the features of claim 30. Specifically, neither reference teaches or suggests a plurality of computer terminals that are operative to transmit and receive the vehicular data so that a plurality of system users are capable of transmitting to each other and receiving from one another both the vehicular

characteristics data units and the vehicular financial data units. As discussed above, the Berent et al. invention does not teach or suggest that any selected computer (either the PC's or the host) can transmit vehicular data to the remaining computers (either the PC's or the host) and there is no teaching in Hunt et al. that end users can send information to the timely information providers. Thus, combining the features of the applied art would not result in the claimed invention. Claim 30 is therefore allowable over the applied art.

Claims 2, 5-8, 10, 21 and 22 depend from claim 1 and include all of the features of claim 1. Claims 13 and 17-20 depend from claim 12 and include all of the features of claim 12. Claims 24-27 depend from claim 23 and include all of the features of claim 23. Claim 29 depends from claim 28 and includes all of the features of claim 28. The dependent claims are allowable at least for the reasons the independent claims are allowable as well as the features they recite.

Additionally, the dependent claims include features not shown in the applied art. For instance, claim 2 recites a discriminator for selecting select ones of the other ones of the plurality of computer terminals to which the vehicular characteristics data units are transmitted.

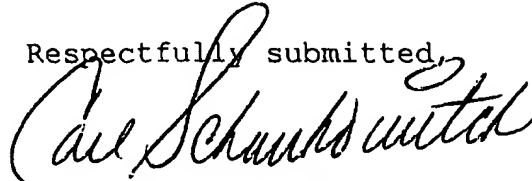
Claim 13 recites the step of processing the vehicular characteristics data units that includes selecting select ones of the plurality of the data responsive computer terminals to which the vehicular characteristics data units are transmitted. Claim 24 recites that the vehicular characteristics data units are inputted and transmitted by an inquiring human operator and the vehicular financial data units are inputted and transmitted by a responding human operator. Claim 25 recites that the vehicular characteristics data units are transmitted at discretion of the inquiring human operator. Claims 26 and 29 recited the vehicular characteristics data units are simultaneously displayed on the display device of the selected one of the computer terminals with the vehicular financial data units after the vehicular financial data units are transmitted to the selected one of the computer terminals. For these additional reasons, claims 2, 13, 24-26 and 29 are allowable over the applied art.

Withdrawal of the rejection is respectfully requested.

In view of the foregoing, reconsideration of the application and allowance of the pending claims are respectfully solicited. Should the Examiner believe anything further is desirable in order to place the application in even better condition for allowance, the

Examiner is invited to contact Applicants' representative
at the telephone number listed below.

Respectfully submitted,

A handwritten signature in cursive script, reading "Carl Schaukowitch".

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